

Chemical & Biological Detectors

NEWSLETTER



Volume 1

MAY 2005

INTRODUCTION

This is the first in a series of newsletters to help keep the fleet informed on changes and updates with Detectors in the Fleet.

PMS UPDATE

We are continuing to update Detector PMS as we get your inputs from the fleet. ON the next Force Revision, PMS for IPDS, Shipboard ACADA and AN/KAS-1/1A will have new MIPS assigned.

6641/051 AN/KAS-1/1A

6641/052 IPDS

6641/053 SHIPBOARD ACADA

These changes were put into effect because we had numerous rates involved with maintenance (i.e. IC/ET/GSE/DC) while the DC rate was responsible for operating the system.

Detectors Acquisition Engineering Agent Mrs. Pat Wilson

Train-the-Trainer 2005

Train-the-Trainer 2005 kicked off in Norfolk, Virginia on January 13 in San Diego, California on 7 February 2005 in Yokosuka & Sasebo Japan on 18 April 2005. The two-day informational session covered a variety of CBR gear including CPS, IPE, IPDS, AN-KAS-1A, DFU/HHA, Shipboard ACADA, Multi Function Radiac, and the ANPDR-65 radiac. Additionally, discussions on current CBR document updates, CBR website development, and the CBR support network were held. 64 personnel from 36 different commands participated making this a very successful training tool. This training evolution was conducted by a teaming effort between NSWC Crane, NSWC Dahlgren, NSWC Carderock Division Philadelphia, and SPAWAR. **THANKS TO ALL COMMANDS WHO TOOK PART.**

IMPROVED (CHEMICAL AGENT) POINT DETECTION SYSTEM (IPDS) ISEA

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Our primary mission is to support the fleet. If you have any

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SHIPBOARD ACADA ISEA

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The latest guidance on the Shipboard ACADA can be found on Naval Message DTG R 100510Z MAR 04 Fleet Advisory # 4.

Not all ships have been issued the Shipboard ACADA and until the long clearing time and negative cell problems are corrected, further issue to the fleet is on hold. NSWC Crane along with NSWC Dahlgren is diligently working on a solution. Stay tuned for more information as we find out.

AN/KAS-1/1A (CWDD) ISEA

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- The grounding strap requirements for the AN/KAS-1/1A PCU is a MIL-STD-1310, Class C, Type II bond. In the past it was listed as a Type III bond, which is not approved for topside (weather decks) installation per MIL-STD-1310. Both the Installation Drawing (6086266) and TM (SW073-AA-MMO-010) are currently being updated to reflect this change.
- We have had numerous phone requests for assistance with detector having a no image/picture. On the front of the detector is the S-2 switch. Under normal operation, this switch must be in the **DOWN** position. The function of the S-2 switch in the **UP** position is to allow external video to be fed into the view piece of the detector. You can use this for training or drills.
- The transfer of AN/KAS-1/1A sensor units from command to command is not an approved process. They are controlled items and accountability must be maintained. AN/KAS-1/1A sensor unit transfers from command to command require TYCOM concurrence/approval prior to being authorized by the ISEA and will be considered on a case-by-case basis.

problems with the Improved Point Detection System, you can contact us via email or phone and speak directly with one of our experienced technicians. Many times problems are solved via the phone without the need for requisitioning any replacement parts or subsystems.



IPDS Technician, Denny Inman, troubleshoots a DU.

We appreciate any feedback from the fleet, either positive or negative, concerning this system. Your comments drive our product improvement efforts. We are currently working on several issues to make the IPDS a more effective and reliable system.

- We are currently working a few issues with the purge cycle and false alarms. Testing has shown favorable results to get the purge cycle down below 2 hours. Also, work is underway to identify possible interferences that could cause false alarms, and methods are being developed to reduce these occurrences. If you have had any false alarms on your IPDS and know what may have caused it, please forward the information to me or Janet Lynch: janet.lynn@navy.mil. Your input will help us improve the system.

Other issues:

- On a few DDGs, the EASUs were installed on the forward bulkhead in the forward director room. This has caused the bell housing to be at a 45 degree angle vice completely vertical. If you have this problem, contact me, and I will ensure that you get the necessary fittings that will correct this problem.
- During Fresh Water Washdown, water is sprayed into the DU exhaust port, which is located right next to the EASU exhaust port. Nothing but gravity will stop the water from entering the DU. A quick fix: looping the plastic exhaust hose from the DU makes a drain trap and when you turn on the system it will blow out the water that entered the line.

NEW DETECTION DEVICE: Joint Biological Point Detection System (JBPDS)

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The Joint Biological Point Detection System (JBPDS) is intended to rapidly and automatically detect the presence of airborne Agents of Biological Origin (ABO), and to identify the agent at the point where the system is deployed. As a point sensor, the JBPDS will be used as part of an evolving joint biological detection and warning network comprised of remote, early warning, point, and monitoring elements. Each JBPDS system configuration consists of four functional areas: Detection, sample collection, identification, and warning. The detection function will continuously monitor the environmental background for changes consistent with a high probability of BW attack. The sample collection function will collect, concentrate, and preserve a sample for analysis. The system operates by continuously monitoring outside air via one of the air inlet stacks and the BBSU. If a bio threat is detected, a sample is collected from the 2nd inlet stack, and the air particles are trapped with water to result in a liquid sample. The liquid sample is then inoculated onto a series of immunoassay strips containing bio threat antigens, and the resultant positive/no-positive indications are automatically read via electro-optics. If there is a positive result, the system will activate the ships chemical alarm, and indicate the specific agent identified.

Currently the system is installed on the USS Sullivans. In FY05 & 06 the following commands are scheduled to be outfitted with the system:

FY-05 CVN-69 & LSD-49.

FY-06 DDG-87, DDG-59, LHD-3, LHD-1, LHA-4, LSD-48, LSD-52, LSD-44, CVN-68, LPD-17, & LPD-18



DRY FILTER UNIT (DFU) ISEA

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The Dry Filter Unit is currently 95% fielded throughout the Surface Fleet. If your command does not have, or if you are not sure if you were outfitted, feel free to contact me at elizabeth.a.phelps@navy.mil or Jeff Smith at jeffery.e.smith.ctr@navy.mil and we will verify if you were outfitted or get you the needed equipment and provide training if needed.

Remember that the Hand Held Assays (HHAs) should be kept refrigerated until ready for use. The panels will last two years from manufacture date, if they are kept refrigerated, but only one year if stored at room temperature (77° F).

The Technical Manual, which will be a Joint Manual with the Army, Marine Corp, and Air Force, should be out on the street in August 2005.

Planned Maintenance Cards (PMS) should also be ready for distribution on the next Force Revision.



We would like to thank **Beth Hamme** for her on-going support with training and technical assists on Chem/Bio Detectors in San Diego. Feel free to contact her if you need assistance.

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For CBR Training feel free to contact the following:

CBR Detectors- Jeff Smith (757) 443-3872 ext 1157. Cell (757) 376-2686

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CPS- Chuck Lansing at (757)-492-6340

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